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Notices of Firms

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DENVER fever is very prevalent in Hongkong.

The New Willard Opera Company is playing again at Shanghai.

M. ROUSSEAU, Governor of Indo-China, has been paying a visit to the frontier stations of Tonkin.

On the last trip of the steamer *Maheco* to Bangkok from Singapore, 44 tons of opium were found in her cabin locker.

TEROCHONY Burma, the rainfall has been much below average, and the crops have been injuriously affected.

On the voyage from Hongkong to Shanghai last week the English mail steamer *Engel* experienced frequent hail squalls and heavy rain.

On her last trip from Japan to Shanghai, the M. M. steamer *Sydney* carried no less than 165 passengers; it required two tenders to convey them from the steamer to the Settlement.

M. EMILE de Marteau, a Franco-Austrian engineer, has submitted a scheme for the reconstruction of the Woosung Bar. The scheme has been submitted to the Chinese Government.

The dead body of a European was found lying in the road at Little Hongkong yesterday, and from appearances it is supposed that he had shot himself. The body has been identified as that of a German named Hermann Michael. An inquest will be held to-morrow.

THE CHINESE navy is still growing. Having acquired a torpedo-boat destroyer last week from Newcastle-on-Tyne, the Majesty Kwang Hui has now got two German torpedo boats from Ebing. Albinus they will soon be destroyed. (Easy joke for the Scotch.)

CAPTAIN Farroll, of the *Manukut*, reported very bad weather between Hongkong and Bangkok on the 23rd ult. So severe was it that the voyage from Pulo, 400 miles, took 5 days. Capt. Anderson, of the *Maheco*, also reported having encountered a heavy gale on the way from Singapore.

The *China Gazette* states that Capt. Fowell, of the U. S. cruiser *Detrit*, went up to Kuching in order to confer with General Huxton upon the withdrawal of the American representatives from the Commission or whether an armed force should be sent up from the *Detrit* to support the legitimate demands of the Americans at the trials.

In the Supreme Court to-day, the hearing of the suit brought by the Bank of China and Japan against its emporia's guarantor's estate for \$160,000 was continued, until it was mentioned by Mr. O. Iuchbold, manager of the Bank, in course of examination by Mr. Drummond, that the Bank was in liquidation. This fact so materially affects the legal status of the plaintiffs in the suit that on their behalf Mr. Francis asked for an adjournment to consider the point. The Court accordingly adjourned at 2.15 p.m.

On the 21st ult., the French column operating on the borders of Tonkin stormed a pirate stronghold at Enual and routed the defenders. Unfortunately, the main body of the pirates succeeded in escaping into Chinese territory, taking with them the Lygudet family for whose delivery the military operations were mainly undertaken. On the French side, Lieut. Vornesse and three soldiers were killed and several men seriously wounded. Amongst the pirates killed was one of the lieutenants of the band. Three rifles and a revolver fell into the hands of the French, besides a quantity of rice.

The French Minister is reported to have settled the Szechuan question, and the *China Gazette* gives the terms of settlement as below:—The further degradation of the ex-Viceroy Liu Ping-chang. The degradation and dismissal of his Secretary, who was promoted to the office of Taotai in a neighbouring city after the riot. (He has already been removed from his new office.) The degradation and dismissal of the two Prefects who stirred up the riots by giving open orders to the mob against foreigners. The full reinstatement of the French Missionaries and the public recognition of their status by the Szechuan officials. The rebuilding of all the missions, hospitals, schools, etc., belonging to the French (on a larger scale than before), at the expense of the Chinese officials. The payment of compensation of between £75,000 and £100,000 by the ex-Viceroy, Liu Ping-chang, out of his own private funds. The minor details have not been all scraped yet, but we expect to be in possession of the full particulars before the end of the month. All the French Missionaries are in Changlu and the other stations, and pending the rebuilding of their premises, residences have been found for them by the officials. In the meanwhile the northern papers are "whispering" of a possible Colonel Denby for his withdrawal from the so-called Chengtu Commission which is still "engaged" but the claims of the Protestant missionaries.

W. ROBINSON and Co. are Special Agents for all the leading English and Continental Pianoforte Manufacturers.

The rainfall at Shanghai on the 28th ult. was 5.65 inches.

We have been receiving rather a flood of "Letters to the Editor" lately, and cannot find room for them all; but some are too good to be dumped bodily into the great W. P. B. One, for instance, writes: "Since two such eminent authorities as your morning contemporary and the *San Francisco Chronicle* have come down on the *Times* so severely, I am giving it up. I have read the Oracle of Printing House Square for years, and always thought it was quite a reputable publication. The resignation of mine who has been connected with the *Times* is of the same opinion as myself; after learning the truth from the *Daily Press* he is going to sever his connection with such a low print."

SOME years ago, when Siam was first discovered to be a happy hunting ground for European adventurers, some speculative genius suggested that he should be given a contract to supply the king with a submarine palace, water-tight, of course, and ventilated by air-pumps, in order to escape from the immense heat of the common terrestrial dwellings. Whether the contract was ever granted or not, there was never any such palace built; but that does not matter to the American journalist, who, emancipated from the galling bond of veracity, fills his columns with highly interesting accounts of the palace as a *fait accompli*. This sort of thing began about five years ago, first with a small paragraph under the heading of "Olla Podrida" or something of that sort, to the effect that "The King of Siam has a submarine palace, mostly of glass, with electric lights all over, etc." Then the paragraph went round and round, accumulating fresh details at every paper it appeared in, like a Sanitary Board document acquiring "minutes" as it circulates among members. Rolling stones may not gather moss, but gems of fiction do gather bits of embellishment which "add verisimilitude to an otherwise bald narrative." The *San Francisco Chronicle* has achieved a triumph in this palace business, by publishing a column of description which is simply a most audacious string of inventions, and a picture of the palace "taken on the spot." There is no such palace at all. But what does that matter? American readers will take anything.

THE N. O. *Daily News* learns from Wuhu that only last week a Swedish missionary was forcibly, and with blows, expelled from the city of Cheuchien, a place on the left bank of the Yangtze, about 60 miles from Wuhu. The gentry there, it appears, have taken a solemn vow that no foreigner shall be permitted even to lodge in an Inn in that city.

The Viceroy Chang has sent by special courier, travelling 400 li a day, copies of the recent Imperial decree commanding that all foreigners to be treated as equals of the prefects and department and district magistrates within his special jurisdiction of Kiangnan province to post in the various cities, and has also sent instructions to his lieutenants the Governors of Kiangsi and Anhui to do the same in their territories.—*N. O. Daily News*.

Private advices inform us (says the *China Gazette*) that the terrible war that has prevailed along the west and south coasts of Formosa since the 10th, the wind blowing with almost typhoon force without a lull for days. Great uneasiness was felt for two transport which were missing for some time, but they were afterwards picked up by the Japanese men-of-war and taken to port in Makung safely. The weather has of course greatly impeded the Japanese operations against Liu's pirates in the south.

ACCORDING to one who has just returned from the Pescadore Islands, fuel is very scarce there (says the *Kobe Chronicle*). Since the islands have been occupied by the Japanese, roads have been improved and rivers spanned by wooden bridges, but the scarcity of fuel has many times tempted the natives to carry off the bridges at night. Every bridge, therefore, is now protected by soldiers. Finally, the sweet orange, iron bamboo and other plants have been planted on the islands and all of them are guarded by sentinels.

The chief engineer of the steamship *St. Louis* receives \$250 (£20) per month, the largest salary paid to any chief engineer of a steamship anywhere. The first assistant gets \$125 (£10) per month, the second assistant gets \$100 (£8) per month, and the third gets \$75 (£6) per month. The captain receives \$5,000 (£400) per year, the first officer \$1,500 (£120) per year, the second officer \$1,200 (£96) per year. There are 300 men all told in the engineers' department, and the whole ship's crew numbers 450 men.—*Engineer*.

Messrs Adams and Sons, wholesale commission merchants, of Tacoma, Washington, announce in the American papers that they have received an order from the Japanese Government for 15,000 tons of Washington flour, to be used by the Japanese army. Sample shipments of 100 tons of flour were ordered to be sent by the steamer *Strathmore*. The order amounts to over 150,000 barrels. The flour is to be shipped before winter sets in. The same firm is negotiating for the sale of canned meats to the Japanese Government.

Practically the policy inaugurated by the late Board of Admiralty in employing the vessels for the transport of relief crews to ships on foreign stations instead of troopships, the new Board of Admiralty have given orders for the troopship *Tyne*, which is on her way to England from Australia, to be paid off of commission. The *Tyne* will in future be employed as a storeship to the Mediterranean Fleet, for which service she was recommissioned with a new crew on Sept. 1. The *Tyne*, which is also an ex-troopship, is to be detached from the Mediterranean Station for service as a storeship to the British Fleet on the China Station.

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A DEPRESSION. The following was issued by the Hongkong Observatory:—On the 3rd at 10.45 A. A depression appears to be situated near the Bashi Channel. Forecast:—Barometer falling; moderate NW winds; fair. At 4.30 p.m. The typhoon appears to be moving W.N.W. or thereabouts.

REUTERS TELEGRAMS. (SPECIALLY FOR THE "CHINA MAIL.") LONDON, September 1. Mr. Curzon is in the House of Commons that the British Government will construct a railway the whole distance from Bombay to Victoria Nyansa to develop trade and to prevent German competition in that district. The estimated cost of the railway was under two million sterling.

TURKEY AND THE POWERS. The situation is again critical owing to the unyielding attitude of the Sultan in the Armenian question. The resignation of the Grand Vizier is imminent in connection with this question.

ENGAGEMENT BETWEEN TURKISH TROOPS AND INSURGENTS. The Turkish troops have repulsed a large Bulgarian insurgent band in South Bulgaria.

THE POST OFFICE. To the Editor of the "CHINA MAIL." Sir,—The somewhat modest proposal of your correspondent "R. C." suggesting the employment of Germans in some of the subordinate offices of the local Government, may be deserving of consideration, and on reciprocal grounds perhaps even worthy of acceptance. As is well known, it is customary with the citizens of this colony, with self-sacrificing abnegation to forego the pleasures and emoluments of their own Colonies to endure the hardships and impenetrable life in England or in her Colonies, and they would not doubt be found in any colony where they are not to be found. Generally over-populated Colonies, the opportunity of acquiring, if nothing more, to such honourable posts, with uniform attached, as a letter-carrier to His Imperial Highness the Kaiser.

Our worthy German fellow-citizens evidently believe in the maxim that a prophet is not without honour save in his own Country.—Yours faithfully, IMPARTIAL.

To the Editor of the "CHINA MAIL." Sir,—I have read with some interest the correspondence in your recent issues about the employment of Portuguese in the Post Office.

I think in this instance it would be more correct to speak of those so employed as Asiatics or Europeans. They are, with few exceptions, of mixed blood, and certainly belong to the East.

I have been a good deal of personal experience, commonly of the Eurasian or so-called Portuguese portion of this Community, and regret to say that I have, in nearly every instance, been disappointed in them. It has been for many years a wonder to why Europeans, Banks and Firms do not see the advantage of getting young men out from home in preference to employing the alien portion of this Community. Cheapness has been advanced as a reason for employing Eurasian Clerks; by my knowledge, in many cases, the cheapness has been a mere pretence.

I am of opinion, from personal experience, that an English Firm or Bank will get in the aggregate more work out of a British or European Clerk, and consequently more satisfaction, than he will out of two Eurasian or Asiatic Clerks.

A leading Firm in Hongkong sets a good example to the Commercial Community by employing only British Clerks, with perhaps one or two exceptions.

Let the Post Office get out from home British assistants (not Germans) and I will tell you that the work will be performed in a more satisfactory manner; there will be less complaints, and fewer letters going astray.

As a rule Asiatics cannot be trusted to perform their duties without constant European supervision. Of course there are some exceptions, but they are rare.—Yours faithfully, SCRIBATOR.

The *Peking and Tientsin Times* of the 24th ult., in its article headed "Justice not Revenge," declares that "unless the situation is adequately understood at home and the will of England made clear to the distant period, can only be war. And that will mean the temporary destruction of British trade, the death of many of our countrymen as well as of countless natives; and the break-up of this great Empire."

THE MILITARY CONTRIBUTION. THE UNOFFICIAL ATTITUDE. We have been asked to publish the following correspondence with regard to the Military Contribution:—

Hongkong, August 23, 1895. Sir,—We have given our most careful consideration to your letter of the 2nd instant, addressed to the Senior Unofficial Member, in which you transmit the proposal of the late Secretary for State for the Colonies with regard to the Military Contribution to be paid by the colony, and would now beg to submit certain considerations in this connection.

1.—The amount fixed by the Secretary of State, viz., 17½ per cent, on the revenue of the Colony, with the exception of land sales and the premia on leases, would appear to be based on that of the contribution to be paid by Singapore, which is also 17½ per cent. Permit us, however, to point out a fact which may have escaped the notice of the Secretary of State, namely, that the revenue of the two Colonies are on a somewhat different basis, for Singapore has a Municipal Council, and as a distinct municipal revenue, which is exempted from the Military Contribution, while in Hongkong the figure of the municipal revenue is included in the amount on which the 17½ per cent is to be paid. Against this we must set, however, the fact that the Municipal Council of Singapore, which is exempted from the Military Contribution, is a body of men, and not a body of women, and that the Municipal Council of Hongkong, which is not exempted, is a body of men, and not a body of women.

2.—We consider that the municipal revenue of Hongkong should be treated on the same footing as that of Singapore, the more so, because most of the important municipal works of Hongkong have been paid for by means of loans. From many of them we have to find the interest on the loans, and provide a sinking fund; and it hardly seems reasonable to ask us at the same time to do this, and also to be paying for the Military Contribution 17½ per cent, of these revenues.

3.—It may be objected that if the amount of the municipal revenue, say, \$700,000, be subtracted from the total estimated revenue of the Colony, the Military Contribution would not reach the sterling sum of £40,000. But we would ask you, Sir, if it be not a fact that the Municipal Council of Hongkong has been paying for the Municipal works of Hongkong, say, \$200,000, out of the Municipal revenue, and that the Municipal Council of Singapore has been paying for the Municipal works of Singapore, say, \$200,000, out of the Municipal revenue, and that the Municipal Council of Hongkong has been paying for the Municipal works of Hongkong, say, \$200,000, out of the Municipal revenue, and that the Municipal Council of Singapore has been paying for the Municipal works of Singapore, say, \$200,000, out of the Municipal revenue, and that the Municipal Council of Hongkong has been paying for the Municipal works of Hongkong, say, \$200,000, out of the Municipal revenue, and that the Municipal Council of Singapore has been paying for the Municipal works of Singapore, say, \$200,000, out of the Municipal revenue, and that the Municipal Council of Hongkong has been paying for the Municipal works of Hongkong, 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Mails.

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
NAPLES, GENOA.
ANTWERP, BREMEN & HAMBURG.
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
Also,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.
THE COMPANY'S STEAMERS WILL CALL
SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.
N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.
PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

Oldenburg	Monday	Sept. 16.
Karlsruhe	Monday	Oct. 14.
Prinz Heinrich	Monday	Nov. 11.
Preussen	Monday	Dec. 9.
Sachsen	Monday	Jan. 6.
Gerd	Monday	Feb. 3.

ON MONDAY, the 16th day of September, 1895, at 3 p.m., the Company's Steamship **OLDENBURG**, Capt. HEINZ, with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 14th September, Cargo and Specie will be received on board until Noon, on MONDAY, the 16th September, and Parcels will be received (at the Agency's Office) until Noon, on SUNDAY, the 15th September. Consignments of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.
Lines can be washed on board.
For further Particulars, apply to
MEIHERS & Co.,
Agents.
Hongkong, August 23, 1895. 1505

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.
THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.
HONGKONG TO LONDON, \$400.
Excellent accommodation. First class Table, Doctor and Stewardess carried.
HONGKONG TO NEW YORK, \$350.
The Railroad travelling is accorded to none on the American Continent. Magnificent scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.
HONGKONG TO TACOMA, \$225.
Rates of Passage to other Ports on application.
Special rates allowed to members of Government Services.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Victoria	1,367	Tuesday	Sept. 17.
Hankow	3,604	Tuesday	Oct. 8.
Tacoma	2,849	Tuesday	Oct. 22.
Victoria	1,367	Tuesday	Nov. 19.

THE Steamship **VICTORIA**, Captain PANTON, sailing at Noon, on TUESDAY, the 17th September, will proceed to VICTORIA, B.C., and TACOMA, and SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.
Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.
Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.
Parcels must be sent to our office (with address marked in full) by 5 p.m., on the day previous to sailing.
For further information as to Passage or Freight, apply to
DODWELL, CARILL & Co.,
Agents.
Hongkong, August 23, 1895. 1508

Not Responsible for Debts.
Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:
Geo. F. Manson, American barque, Capt. Crook.—Chinese.
MATTERHORN, Brit. 4-masted ship, Capt. John Williams.—Standard Oil Co.

RIGAUD'S KANANGA WATER
OF
JAPAN
(ANTISEPTIC)
The most delightfully refreshing Toilet Water. It renders the skin firm, relieves the skin from all blemishes and imparts a delicate fragrance and feeling of comfort.
RIGAUD'S CHOICEST NEW EXTRACTS
RECOMMENDED
KANANGA
LOUIS XV.
ASCARON
LUCRECIA
LILAS DE PERSE
BOUQUET L'ELYSEE
BOUQUET ROYAL
ROSE
RIGAUD & Co. PARFUMERS - PARIS.
For Sale by A. B. Watson & Co., Chemists.

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama)..... SATURDAY, Sept. 7, at daylight.
Yokohama (via Nagasaki, Kobe, Inland Sea and Yokohama)..... TUESDAY, Sept. 17, at noon.
Peru (via Nagasaki, Kobe, Inland Sea and Yokohama)..... TUESDAY, Oct. 8, at noon.

THE U. S. Mail Steamship **CITY OF PEKING** will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 7th September, at Daylight, taking Passengers and Freight to Japan, the United States, and Europe. Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate. Passengers holding orders FOR OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to Government officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN,
Agent.
Hongkong, September 2, 1895. 1526

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Belgie (via Nagasaki, Kobe, Inland Sea and Yokohama)..... SATURDAY, Sept. 23, at noon.
Cordis (via Nagasaki, Kobe, Inland Sea and Yokohama)..... THURSDAY, Oct. 17, at noon.
Gaulis (via Nagasaki, Kobe, Inland Sea and Yokohama)..... TUESDAY, Nov. 5, at noon.

THE Steamship **BELGIC** will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 23rd September, at Noon, connection being made at Yokohama with Steamers from Shanghai.
Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Passengers who have paid full fare, returning to San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.
All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
For further information as to Passage or Freight, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN,
Agent.
Hongkong, August 27, 1895. 1501

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
ARRON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ.
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX.
ALSO
PORTS OF BRAZIL AND LA PLATA.

TO-MORROW, the 4th September, 1895, at Noon, the Company's Steamship **ARRON**, Commandant DUPONT, with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 3rd September, 1895 (Parcels are not to be sent on board; they must be left at the Agency's Office).
Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
C. TOURNAIRE,
Acting Agent.
Hongkong, September 3, 1895. 1555

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship **BENGAL**, Captain W. BARRETT, carrying Her Majesty's Mails, will be despatched from this direct for MARSEILLES and LONDON, on THURSDAY, the 12th September, at Noon, taking Passengers and Cargo for the above Port.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to
ALF. WOOLLEY,
Acting Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, August 28, 1895. 1005

Shipping.

Steamers.

FOR VLADIVOSTOK, VIA SHANGHAI, CHEFOO AND NAGASAKI.
(Taking Cargo at through rates to KOREAN PORTS).
The Steamship **Glazee**, Capt. D. S. BARRY, will be despatched as above on or about MONDAY, the 9th Instant.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, September 2, 1895. 1624

FOR KOBE AND YOKOHAMA.
The Company's Chartered Steamship **Cam**, Captain MATTHEWS, will be despatched as above on or about the 10th Instant.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, September 2, 1895. 1625

FOR BOMBAY, VIA SINGAPORE AND COLOMBO, (Calling at PENANG if inducement offers).
The Co.'s Steamship **Hiroshima Maru**, will be despatched as above at Noon, on the 12th Instant.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, September 2, 1895. 1626

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILING FROM HONGKONG, 1895.
(SUBJECT TO ALTERATION.)
Mount Lebanon (Saturday)..... 14th Sept.
Altamora (Tuesday)..... 16th Oct.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA THROUGH HAYES.

THE Steamship **Mount Lebanon** will be despatched hence for PORTLAND, OREGON, via KOBE and YOKOHAMA, on SATURDAY, the 14th September.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.
For further information as to Passage and Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, August 24, 1895. 1601

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship **Home**, Capt. BARTLETT, will be despatched as above on TUESDAY, the 10th September.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 23, 1895. 1570

FOR NEW YORK VIA SUEZ CANAL.
The Steamship **Annandale**, Captain MILNE, shortly expected, will leave here for the above Port and will have quick despatch.

Rate of Freight for Mailing 25, per ton of 40 cubic feet.
For Freight, apply to
SUEWAN & Co.,
Hongkong, July 30, 1895. 1391

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA PORTS OF CALL.
The Co.'s Steamship **R. CONRAD**, Commander, will be despatched as above on or about the 20th September, instead of as previously notified.

For Freight or Passage, apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, August 29, 1895. 1532

SHIRE LINE OF STEAMERS.

FOR LONDON, HAMBURG AND ANTWERP.
The Steamship **Carmarthenshire**, Captain SINCOCK, will be despatched for the above Ports on or about the 22nd September.

For Freight or Passage, apply to
DODWELL, CARILL & Co.,
Agents.
Hongkong, August 23, 1895. 1533

Sailing Vessels.

FOR NEW YORK.
The S/S **A.L.I. American Ship** **San Rafael**, Captain GEO. L. SKOTFIELD, shortly expected from Shanghai, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SIEMSEN & Co.,
Hongkong, August 14, 1895. 1506

FOR BALTIMORE.
The S/S **A.L.I. Amr. Barque** **Frederic P. Littlefield**, Capt. C. B. CHADBOURN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
MEIHERS & Co.,
Agents.
Hongkong, August 3, 1895. 1428

FOR SAN FRANCISCO.
The 100 A.T. British Ship **Lyndhurst**, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.,
Hongkong, May 29, 1895. 1010

FOR NEW YORK.
The S/S **A.L.I. American Ship** **Blanchard**, Master, shortly expected from Java, will load here for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Hongkong, July 31, 1895. 1399

FOR NEW YORK.
The S/S **A.L.I. Amr. Barque** **Edwin W. Field**, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Hongkong, July 31, 1895. 1398

FOR NEW YORK.
The S/S **A.L.I. American Ship** **Edwin W. Field**, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Hongkong, July 31, 1895. 1398

FOR NEW YORK.
The S/S **A.L.I. American Ship** **Edwin W. Field**, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Hongkong, July 31, 1895. 1398

FOR NEW YORK.
The S/S **A.L.I. American Ship** **Edwin W. Field**, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Hongkong, July 31, 1895. 1398

FOR NEW YORK.
The S/S **A.L.I. American Ship** **Edwin W. Field**, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Hongkong, July 31, 1895. 1398

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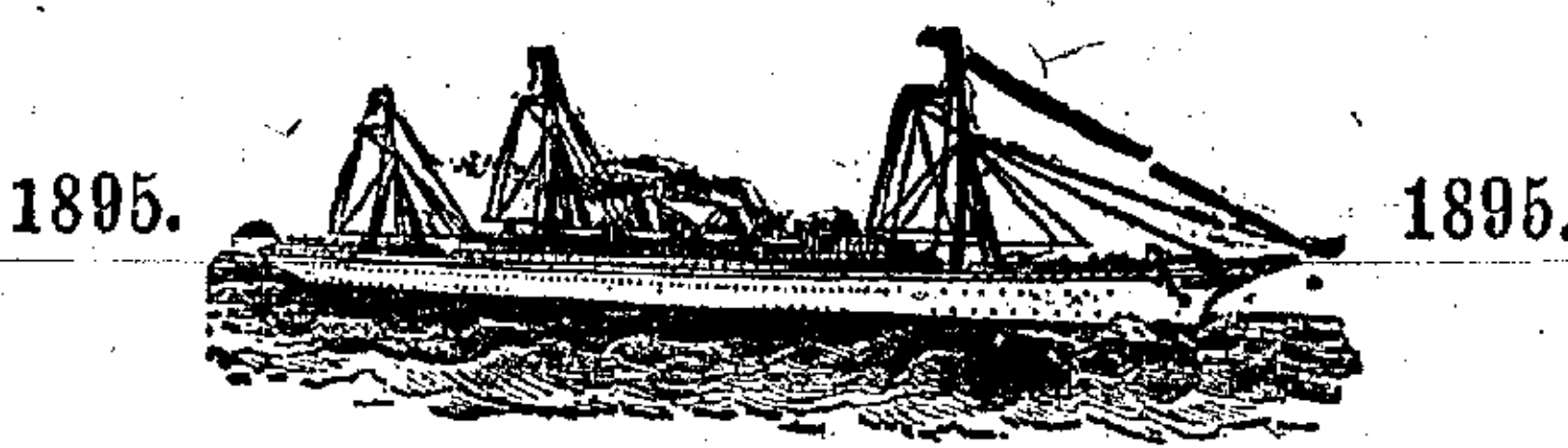
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Hongkong, July 31, 1895. 1398

FOR NEW YORK.
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